

PLANNING COMMISSION REPORT



MEETING DATE: August 27, 2003

ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

Basis Charter School

REQUEST

Request to approve a conditional use permit for a Private/Charter School on a 1 +/- acre parcel located at 9128 E San Salvador with Industrial Park, Planned Community District (I-1, PCD) zoning.

12-UP-2003

Key Items for Consideration:

- An existing building occupies the site.
- There is an existing use permit for a pre-school for the site.
- The proposed use generates less traffic per day than the use permit for a pre-school.
- The proposal meets all of the use permit criteria for charter schools.

Related Policies, References:

4-UP-87 and 5-TA-2002

OWNER

Scorpius Corporation
480-596-9000

APPLICANT CONTACT

Jordan Rose
Jordan Bischoff McGuire & Rose PlcLC
480-505-3939

LOCATION

9128 E San Salvador Dr

BACKGROUND

Zoning.

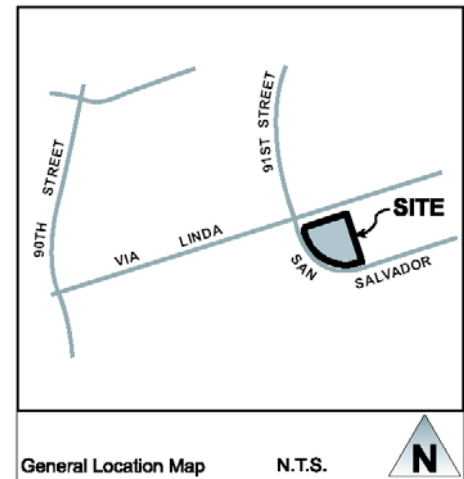
The site is zoned Industrial Park District (I-1). The I-1 zoning district allows for a variety of manufacturing, general employment, and warehousing.

General Plan.

The General Plan Land Use Element designates the property as Employment. This category includes a range of employment uses from light manufacturing to light industrial and office space.

Context.

This property is located in an industrial park at the eastern portion of McCormick Ranch. Specifically, the site is located on the edge of the industrial park, adjacent to residential and office uses. The properties to the east, south, and west are zoned Industrial Park District (I-1). The northwest



corner of Via Linda and 91st Street is a Multi-Family Residential District (R-5) consisting of condominiums.

History.

There is an existing two-story building found on the site. In the past, the first floor of the building was used for a pre-school and the second floor for general offices. Currently the site has an existing approved use permit to operate a pre-school facility with the capacity of 272 students.

**APPLICANT'S
PROPOSAL**

Goal/Purpose of Request.

The applicant requests approval of a use permit for a charter school to teach middle school students, 5th, 6th, 7th, and 8th grades. The school will be in session from August to May and offer half-day summer school classes in June. Classes will occur between the hours of 8:00 am and 2:45 pm. (Monday thru Friday) and offer after school activities. The enrollment for the school during the first year has been anticipated to be 120 students. The school expects to reach it maximum amount stipulated of 200 students in 2007.

Development Information.

- *Existing Use:* Former Day Care Center/Offices
- *Buildings/Description:* Existing Two Story Building
- *Parcel Size:* 74,244 sq. ft. (gross) and
47,645 sq. ft. (net)
- *Building Height Allowed:* 36 feet
- *Existing Building Height:* 34 feet
- *Floor Area:* 14,183 sq. ft. (gross)

IMPACT ANALYSIS

Traffic.

Analysis of the existing and expected trip generation demonstrates that the proposed combination of private middle school and leased office space would generate 726 trips per day to and from the site. This represents significantly more trips than would be generated by the land uses allowed by the existing industrial zoning (light industrial, general office, medical office, or manufacturing). However, the proposed middle school and office uses would generate half as many trips per day as a pre-school operating under the conditions of the existing use permit for the site.

Capacity calculations were completed for the adjacent signalized intersection of Via Linda & 91st Street/San Salvador. The addition of the school traffic will decrease the intersection level of service from C to D during the p.m. peak hour for the year 2003 as compared to background traffic conditions. The level of service at the intersection will further decrease from the school opening in 2003 to the ultimate enrollment (200 students) date in 2007 due to increases in background traffic and additional site generated traffic.

On-site circulation was evaluated for the proposed middle school. Queuing calculations demonstrate that area available on-site for queuing is adequate to

handle vehicle drop-off and pick-up activities. Staff has stipulated that the northern driveway along San Salvador be signed as “do not enter” egress only to enhance site circulation.

Parking.

- 34 parking spaces are required, 35 parking spaces are provided.

Use Permit Criteria.

Conditional use permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and the City Council has found as follows:

- A. That the granting of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:
 1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.
 - *There will be no damage or nuisance arising from odor, dust, vibration or illumination. A small playground is located on the south side of the building. Any noises generated from this area should not pose any impacts to surrounding properties.*
 2. Impact on surrounding areas resulting from an unusual volume or character of traffic.
 - *The proposed middle school and office uses would generate half as many trips per day as a pre-school operating under the conditions of the existing use permit for the site. The surrounding areas will not be impacted from an unusual volume or character of traffic.*
 3. There are no other factors associated with this project that will be materially detrimental to the public.
 - *No other detrimental factors have been identified.*
- B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.
 - *Despite the industrial zoning in this area, the surrounding properties are used primarily for offices, warehousing, and schooling. Another approved charter school (Olympic Camps of Arizona) is found within blocks of this project. Potential industrial uses allowed within the I-1 district could have a negative impact on the school.*
- C. The additional conditions specified in Section 1.403, as applicable, have been satisfied.
 1. No conditional use permit application for a proposed private and charter school shall be deemed complete unless the zoning administrator has determined that the following condition exists:
 - a. Location: all proposed private and charter schools shall be located a minimum of five hundred (500) feet from any adult use.
 - *This site is not located in proximity to an adult use.*
 - b. Lot area: the minimum lot area shall be equal to that required for the district, except that no lot shall be less than forty-three thousand (43,000) square feet (net).

- *The site has a net lot of approximately 47,000 square feet.*
- c. Noise: there shall be no outside speaker system or bells if the school building is within one hundred (100) feet of a single-family dwelling or multifamily dwelling unit.
 - *The project will not have any outside speakers or bells, which has been stipulated.*
- d. Lighting: all lighting adjacent to residential districts shall be setback a minimum of thirty (30) feet from the property line.
 - *This site is adjacent to industrial districts and to the Via Linda right-of-way.*
- e. Open space: per underlying zoning district open space requirements. All NAOS requirements of the district must be met and may be applied towards the overall open space requirements subject to compliance with NAOS standards.
 - *This application is within an existing building on an existing site. There are no additions to the building proposed.*
- f. Parking: parking shall observe the front yard setbacks of the district for all frontages. Parking shall be located and screened per the requirements of the district. A twenty-foot minimum landscaped setback shall be provided where parking is adjacent to residential districts.
 - *This site meets ordinance requirements and the 20 ft. minimum along Via Linda and San Salvador.*
- g. Outdoor recreation area: all outdoor playgrounds and recreation areas shall be enclosed by a six (6) foot wall or fence to protect the safety and welfare of the students and shall be located within the side or rear yard.
 - *The outdoor playground area is located in the rear yard and screened by a six (6) foot block wall.*
- h. Drop-off area: a drop-off area shall be located along a sidewalk or landing area connected to the main entrance of the school. The drop off area shall accommodate a minimum of five (5) vehicles. A larger drop off area shall be required if justified by the traffic analysis.
 - *The Transportation Department has reviewed drop-off area and has found that it meets this requirement.*
- i. Any public trails or pedestrian connections shall be incorporated into the site plan and approved by the Development Review Board.
 - *This application meets this requirement.*
- j. Circulation plan: the applicant shall submit a circulation plan to insure minimal vehicular conflicts between the student drop-off area, potential van and bus drop-off area, parking, access driveways, pedestrian and bicycle paths on site.
 - *The Transportation Department has reviewed the circulation plan and has found that it meets this requirement.*
- k. Airport noise mitigation: applications located between the 55 DNL and the 60 DNL noise contour, as shown in the general plan and zoning map, located in the latest Scottsdale airport noise compatibility plan shall use sound attenuation measures to reduce outside-to-inside noise by 25 db. These sound attenuation

measures are shown in the model building code contained in the Scottsdale airport noise compatibility plan.

- *This application is not between the 55 and the 60 DNL noise contours.*

Community Involvement.

On May 29, 2003 the applicant sent letters to all individuals within 750 feet of the site, including the surrounding Home Owner Associations, and held an Open House meeting on June 6, 2003. There were no attendees at the Open House, and no letters of opposition have been received. The applicant did receive two phone calls from adjacent neighbors regarding general questions about the application.

Community Impact.

Approval of this application could help to relieve pressure to locate private and charter schools in residential neighborhoods that could be concerned about the traffic and noise impacts of schools. The applicant will relocate the southern driveway along San Salvador, sign the northern driveway as “do not enter” egress only, and create a new “right turn only” driveway along Via Linda to enhance site access/egress and to help relieve general circulation in the area. Even though the school is located on the edge of the industrial park, another Industrial use, which can generate odors and noise, is allowed by right in this zoning district and could potentially impact the school in the future.

**STAFF
RECOMMENDATION**

Recommended Approach:

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE
DEPT(S)**

Planning and Development Services Department
Current Planning Services

STAFF CONTACT(S)

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APPROVED BY

Bill Verschuren
Report Author

Randy Grant
Chief Planning Officer

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Analysis Summary
8. Citizen Involvement
9. Pick-up/Drop-off Circulation Map
10. Site Plan



DC Ranch Village Health Studio & Spa
Conditional Use Permit
Case # 13-UP-2003
Project Narrative

I. Project Overview

The purpose of this application is to request approval of a Conditional Use Permit ("CUP") for the DC Ranch Village Health Studio and Spa (the "Village Club") in an area of DC Ranch zoned PCC PCD. The subject property consists of approximately 6.3 acres and is located at the southeast corner of Union Hills Drive and Thompson Peak Parkway (the "Property") within the DC Ranch master planned community ("DC Ranch"). The Property is owned by DC Ranch L.L.C., an Arizona limited liability company ("Owner"). The Owner proposes to develop the Property with a health studio and spa that includes outdoor swimming pools for members.

II. Location

The Property is located at a major intersection within the DC Ranch Town Center. The Village Club is the first phase of the Town Center, which is planned to be a mixed-use development consisting of office, retail and integrated residential uses together with the Village Club. Access to the Village Club will be from Thompson Peak Parkway and through the main street of the Town Center (along the Union Hills Drive alignment).

III. Property Characteristics

The Property is currently undeveloped with some dirt and rocks stockpiled on the site. The majority of the Property is characterized as gently sloping to the southwest. There are no significant or Section 404 washes on the Property. The Property was vegetated with typical desert vegetation found in the area including saguaros, palo verde trees, etc.

IV. Description of Use

The Village Club is planned to be approximately 82,000 square feet in size. The building will be three (3) stories with a maximum height of fifty-six feet (56') in accordance with the amended development standards for DC Ranch set forth in the

Development Agreement dated October 19, 1998, as amended. Any architectural features will be in compliance with applicable height limitations. The indoor portion of the Village Club consists of active and related exercise areas including equipment for the purpose of physical fitness. The spa amenities consist of health and beauty treatments including, but not limited to, massages, wet treatments, manicures, pedicures, and a hair salon. In addition to the indoor facility, there will be outdoor amenities including a pool area with three (3) swimming pools and an event lawn area. A separate kid's yard is also located east of the building. Membership to the Village Club is open to the general public.

The building is located on the northern portion of the Property with parking along the southern portions of the Property. Parking will be provided within a landscaped parking lot and will include surface parking for approximately 320 cars in accordance with the requirements of the Development Agreement as well as other applicable City of Scottsdale requirements.

The Property will be landscaped consistent with the landscape palette set forth in the Environmental Design Master Plan for DC Ranch and will include desert varieties native to the area. Significant amounts of landscaping will be provided along the entire perimeter of the Property as well as parking lot landscaping.

The architecture for the Village Club will be consistent with the architecture themes contained in the master plan for this part of DC Ranch. Specifically, the design palette will be that utilized for the residential area of DC Ranch referred to as the Upper Canyon. The architectural styles have a Spanish origin and are being utilized to guide residential development in Silverleaf. The Upper Canyon Design Guidelines (the "Guidelines") encourage diversity by using a variety of Spanish architectural styles including Spanish Colonial, Mediterranean Revival, Spanish Mission and Ranch Hacienda. The Guidelines utilize the various architectural styles to create a sense of timeless quality by focusing on simple materials, detail and elegant massing. The architecture for the Village Club will be subject to design approval by the DC Ranch Covenant Commission in order to ensure conformance with the recorded covenants, conditions and restrictions for DC Ranch as well as by the City of Scottsdale Design Review Board.

V. Compatibility with Surrounding Properties

The Village Club is planned for an area of DC Ranch that will include commercial, office, retail and integrated residential uses and therefore is compatible with and will complement uses planned for the Town Center. Furthermore, given the recreational nature of the use, this type of use is often compatible with residential uses.

While the Village Club is compatible with planned adjacent uses, all of the surrounding property is currently undeveloped as reflected in Table 1 below.

Table 1

Property	Ownership Status	Existing Use	Existing Zoning
<i>Subject Property</i>	DC Ranch	Undeveloped	PCC PCD
North of Property	DC Ranch	Undeveloped	PCC PCD
East of Property	DC Ranch	Undeveloped	PCC PCD
South of Property	Toll Brothers*	Undeveloped	R1-10 ESL
West of Property	DC Ranch	Undeveloped	C-O/PCC PCD

*The property to the south of DC Ranch is zoned for residential use. The current plan for the property is to sell a portion of the area for inclusion in the McDowell Sonoran Preserve, leaving the area permanently undeveloped. In the event the area is developed for residential uses, the Village Club is a compatible use with the buildings and pool area being situated a minimum of 300 feet north of the southern boundary of DC Ranch.

VI. Justification

The approval of the CUP for the Village Club will not result in the creation of any negative impacts and it will not be materially detrimental to the public health, safety or welfare of the public or surrounding area. The use will not create any nuisance such as noise, smoke, odors, dust, vibrations or illumination other than what would typically be associated with a PCC use. During the construction phase, all dust control permits will be obtained and mitigation efforts will be conducted to minimize fugitive dust.

Additionally, the Village Club will be located in the Town Center, which is a mixed-use commercial and residential area and therefore it is properly located. Furthermore, the Property is located along two (2) major roadways that serve as major collectors for DC Ranch.

VII. Summary

The approval of the CUP for the Village Club is appropriate for the following reasons:

- 1) The Village Club is an appropriate use for the Property and is compatible with the mixed-use Town Center.
- 2) The Village Club will be designed to the same high architectural standards as other commercial buildings within DC Ranch.
- 3) The granting of the CUP will not be materially detrimental to the public health, safety or welfare.
- 4) The Village Club will not create any damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination other than what is typically permitted in the PCC zone district.
- 5) The Village Club is compatible with the planned uses on the surrounding properties.
- 6) The Village Club is an appropriate use for the area and in fact will serve a need in the north Scottsdale area for private health studios and spas.
- 7) The Village Club is located along Thompson Peak Parkway, which is a major roadway that will ultimately connect south to Bell Road.



Basis Charter School

12-UP-2003

ATTACHMENT #2



Q.S.
27-49

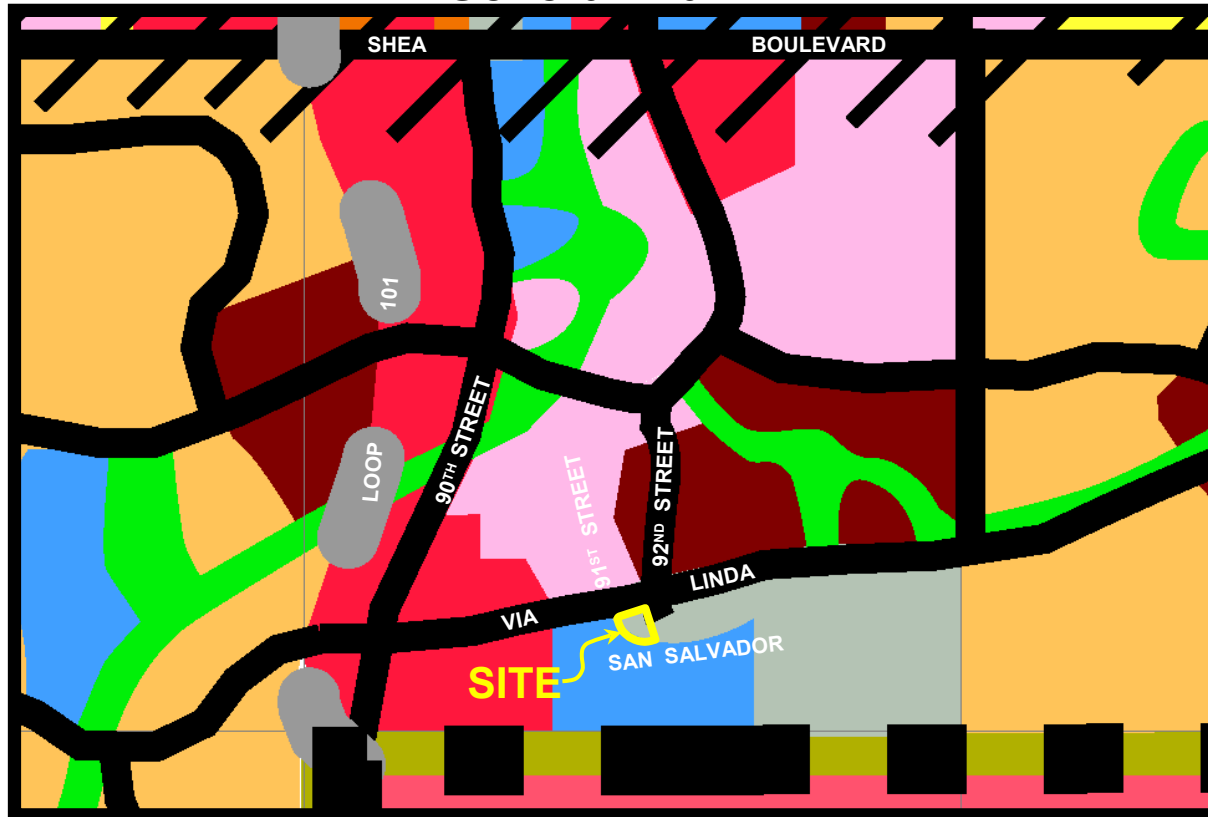
G.I.S. ORTHOPHOTO 2002

Basis Charter School

12-UP-2003

ATTACHMENT #2A

General Plan

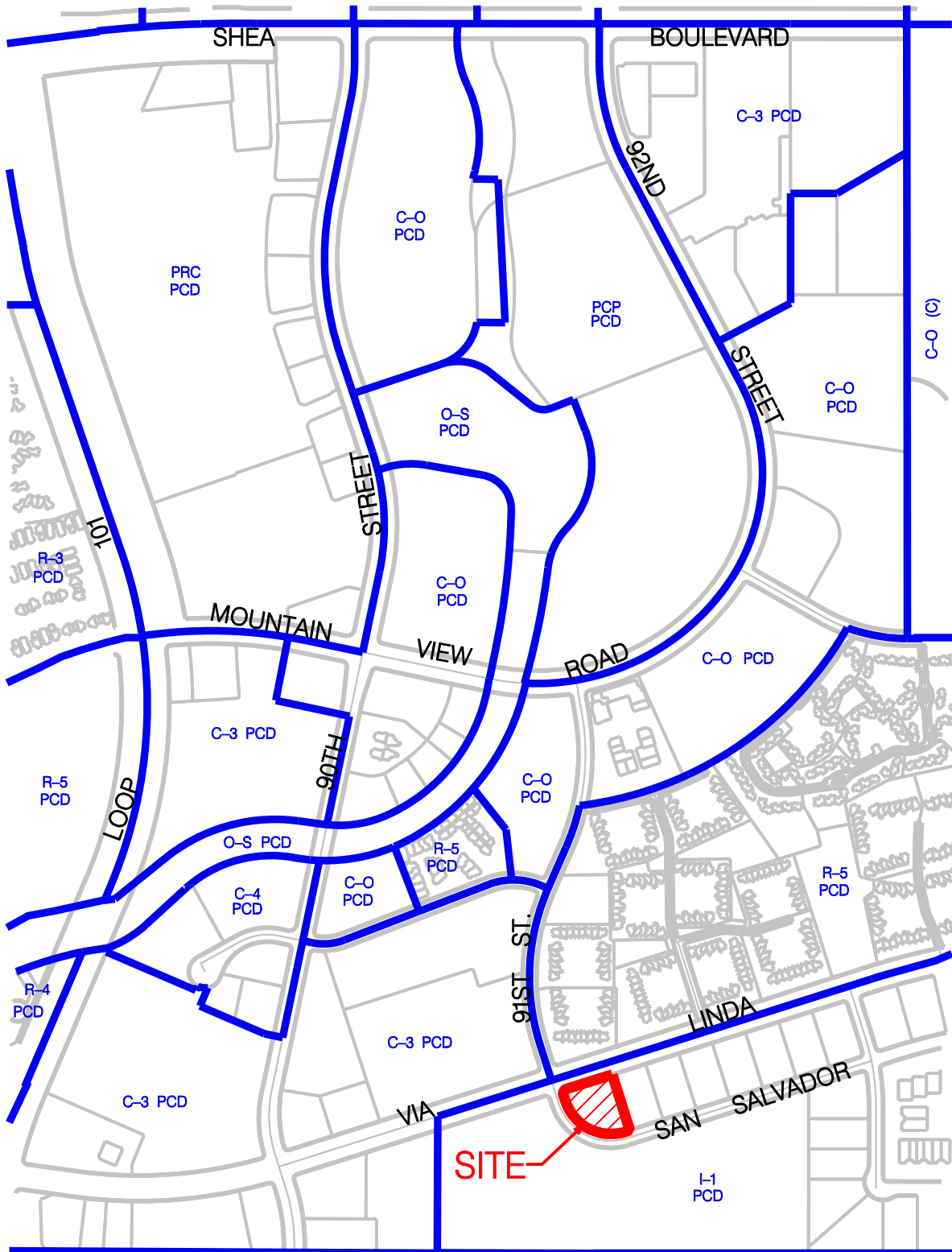


- | | |
|---|--|
| Rural Neighborhoods | Commercial |
| Suburban Neighborhoods | Office |
| Urban Neighborhoods | Employment |
| Mixed-Use Neighborhoods | Natural Open Space |
| Resorts/Tourism | Developed Open Space (Parks) |
| Shea Corridor | Developed Open Space (Golf Courses) |
| Mayo Support District | Cultural/Institutional or Public Use |
| Regional Use District | State Trust Lands under State Land Commissioner's Order #078-2001/2002 |
| McDowell Sonoran Preserve (as of 4/2002) | |
| Recommended Study Boundary of the McDowell Sonoran Preserve | |
| City Boundary | Location not yet determined |

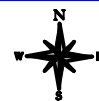


12-UP-2003
ATTACHMENT #3

Adopted by City Council October 30, 2001
Ratified by Scottsdale voters March 12, 2002
revised to show McDowell Sonoran Preserve as of April 2, 2002



12-UP-2003
ATTACHMENT #4



STIPULATIONS FOR CASE 12-UP-2003

PLANNING/ DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT SUBMITTAL.** Development shall conform with the site plan submitted by Esencia and dated 7/17/03. These stipulations and the Zoning Ordinance takes precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **STUDENT MAXIMUM.** There shall be a limit of 200 students without additional subsequent public hearings before the Planning Commission and City Council.
3. **HOURS OF OPERATION.** Normal school related operations shall be conducted between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday. No outdoor activities shall be permitted prior to 7:00 a.m. or after 6:00 p.m., unless otherwise approved under a Special Events Permit. Normal school operations shall mean formal student instruction and associated support activities. The instructional portion of the school shall be required to dismiss the students by 2:45 p.m. on weekdays as recommended in the applicant's traffic impact study.
4. **STATUS REPORT.** The owner of the Basis Charter School and its successors shall submit an annual status report from four years from the date of this use permit approval to the Zoning Administrator. The status report shall summarize any new development, including the increase in students, regarding the use that could necessitate access changes, or other administrative adjustments to the site plan requested by City Staff. After three years, if the reports annually demonstrate to assure continued operation and compliance with the Zoning Ordinance permit criteria for a charter school.
5. **SPECIAL EVENTS PERMIT.** The applicant shall apply for a Special Events Permit every year regarding the times, days, and kinds of events and how the events they will be parked. Events shall include: plays, graduations, performances, musicals, parent teacher conferences, fairs, bands, sporting events, etc.
6. **ACCESSIBLE PARKING.** This development shall comply with the accessible (including van accessible) parking requirements in Article IX of the Scottsdale Zoning Ordinance, to the satisfaction of City Staff.
7. **BICYCLE PARKING.** The developer shall demonstrate how this proposal complies with the bicycle parking requirements of Article IX of the Scottsdale Zoning Ordinance, to the satisfaction of City Staff.
8. **OUTDOOR SPEAKERS OR BELLS.** There shall be no outdoor speakers or bells on the site.

CIRCULATION

1. **TRAFFIC IMPACT STUDY.** The developer has submitted a traffic impact analysis for the site with this Use Permit application 12-UP-2003. The Traffic Impact Analysis (TIA) was prepared by Paul Basha, Olsson Associates, June 2003, and is titled: "Block Middle School, 91st Street and Via Linda. Jennifer Kroening, COS Traffic Engineering, prepared a Traffic Impact Analysis Summary for the Block Middle School TIA. The developer shall provide the following site and traffic related improvements to the site as listed in the TIA summary, which are listed below.
 - The proposed site driveway location on Via Linda does not conform to the standard minimum driveway spacing for minor arterials; however, staff does support the request to add this driveway in order to accommodate the on-site queuing of vehicles and facilitate on-site circulation. Staff recommends that this driveway be restricted to right-turn egress only (no left-turns out, no entering traffic). Staff also recommends that this driveway be removed if the

- private school is no longer in operation, i.e. the site converts to an office or manufacturing land use.
- Staff recommends that the following modifications be made to the site to enhance site access and on-site circulation:
 - Designate the existing northern driveway on San Salvador as egress only.
 - Remove existing parking spaces as necessary in the northeast corner of the site to accommodate the proposed site driveway on Via Linda.
 - Remove the parking spaces on the west side of the site building to provide for the student drop-off and pick-up activity.
 - The school should be required to install “do not enter” egress only signs at the northern driveway on San Salvador and the driveway on Via Linda.
 - At the north end of the student drop off area (bay), increase the curb return radius for the curb (the curb that defines the main drive aisles) to approximately 20 to 30 feet. This will make it safer and easier for vehicles to maneuver back into the main drive aisles.

OTHER REQUIREMENTS

1. **SECTION 404 PERMITS.** With the improvement plan submittal to the Project Quality/Compliance Division, the developer' engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
2. **DUST CONTROL PERMITS.** Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.

ADDITIONAL INFORMATION FOR CASE 12-UP-2003

PLANNING/DEVELOPMENT

1. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - b. Improvement plans for open space, buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
 - c. Signage.
2. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

ENGINEERING

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. **CITY CONTROL OF ACCESS.** The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

TRAFFIC IMPACT ANALYSIS SUMMARY
Basis Charter School
12-UP-2003

Summary Prepared by Jennifer Kroening, COS Traffic Engineering
Traffic Impact Study Prepared by Paul Basha, Olsson Associates

Existing Conditions:

The subject site is located within the McCormick Ranch Industrial Center, Unit III, on the southeast corner of Via Linda & San Salvador. There is an existing building on the site that was previously used as a pre-school. The site has frontage on both San Salvador and Via Linda. The intersection of 91st Street and Via Linda is currently signalized. This signalized intersection provides the primary access into this industrial area, which extends east to 96th Street.

Via Linda is designated as a Citywide System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor arterial street on the city's Streets Master Plan. Via Linda is constructed as a four-lane roadway with a raised median. The intersections with 91st Street/San Salvador Drive and 96th Street are signalized.

San Salvador, which is identified as 91st Street north of Via Linda, is designated as a Neighborhood System Street on the Community Mobility Element of the city's General Plan. It is classified as a minor collector street on the city's Streets Master Plan. It is constructed as a two-lane roadway with a 40-foot street cross section.

Traffic collision data was reviewed for the nearby-signalized intersection of Via Linda & San Salvador/91st Street. For the years 2002 and 2003, there have been 14 collisions at the intersection of Via Linda & San Salvador/91st Street. Nine of the collisions were rear end type collisions, three were angle collisions, and two were left turn collisions. There were no significant patterns among the collisions.

Proposed Development:

The applicant has requested a Use Permit to operate a private charter middle school on a site located at the southeast corner of the intersection of Via Linda & San Salvador. The proposed Block Middle School will allow a maximum enrollment of 200 students in 6th through 8th grades by the Year 2007. When the school opens in the Year 2003, enrollment is expected to be 120 students. The school will operate out of an existing two-story building on the site. The proposed school will operate out of the bottom floor of the building. The applicant is proposing to lease the top floor of the building as office space. The building has most recently been operated as a pre-school with a capacity of approximately 270 students.

Trip generation numbers for the proposed combination of private charter school and office space are presented in the following table. The trip generation numbers are for the ultimate student enrollment of 200 students. The Trip Generation Comparison Table also presents trip generation values for other potential uses for the project site including a pre-school for which a use permit already exists for the site. Light industrial, general office, medical office, and manufacturing are all reasonable land uses for this site and are allowed in I-1 zoning without a Use-Permit. Trip generation values are the total number of vehicles entering and leaving the site during the specified time.

TRIP GENERATION COMPARISON TABLE

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Other I-1 Land Uses							
Light Industrial – 14,138 s.f.	99	11	2	13	2	12	14
General Office – 14,138 s.f.	295	34	5	39	16	76	95
Medical Office – 14,138 s.f.	511	27	7	34	14	38	52
Manufacturing – 14,138 s.f.	54	8	2	10	4	6	10
Most Recent Land Use							
Pre-School - 270 Students	1476	116	103	219	123	109	232
Proposed Land Use							
Private Middle School - 200 Students	600	110	74	184	15	25	40
Office – 4676 s.f.	126	14	2	16	14	71	85
Total	726	124	76	200	29	96	125

The Trip Generation Comparison Table demonstrates that at full enrollment, the proposed private middle school with the office use will generate approximately 726 trips per day with 200 trips occurring during the a.m. peak hour and 125 trips occurring during the p.m. peak hour. This represents significantly more trips than the light industrial, general office, medical office, or manufacturing land uses would generate for the site. However, the proposed middle school and office uses would generate half as many trips per day as a pre-school operating under the conditions of the existing Use-Permit for the site.

In addition to the typical a.m. and p.m. peak traffic hours, schools usually have a peak traffic period in the mid-afternoon when school is dismissed. The Peak Hours Table below shows the number of trips expected to be generated by the school during school dismissal hour in addition to the typical a.m. and p.m. peak hours. The Peak Hours Table shows conditions for the initial enrollment of 120 students and for the ultimate enrollment of 200 students.

PEAK HOURS TABLE

Trips Generated by School Site	Daily Total	Peak Hour		
		AM Peak Hour	School Dismissal	PM Peak Hour
120 Students	360	110	77	25
200 Students	600	184	128	40

The applicant has provided a traffic impact study prepared by Olsson Associates, which examines the impacts from the proposed development in detail. A copy of this report is included for reference.

Capacity calculations were performed for the nearby intersection of Via Linda & 91st Street/San Salvador to evaluate the Level of Service (LOS) at the intersection. Existing conditions, conditions for the school opening year 2003 with school traffic, and conditions for the build out year 2007 with school traffic were evaluated.

Via Linda & San Salvador/91st Street is the closest signalized intersection to the school site. Capacity calculations for signalized intersections are evaluated for each movement at the intersection, each approach to the intersection, and for the intersection overall. At Via Linda & San Salvador/91st Street, the level of service was evaluated for the overall intersection and for each approach. The results of the capacity calculations are presented in the table below. Since the northbound approach will be most affected by school traffic, only the northbound approach and the overall intersection LOS are shown in the table.

Level of Service Table

	Level of Service					
	AM Peak Hour		School Dismissal		PM Peak Hour	
	NB	INT	NB	INT	NB	INT
Via Linda & San Salvador/91st Street						
Existing Conditions Year 2003	B	B	C	B	F	C
School Opening 120 Students Year 2003	B	B	C	B	F	D
Background Conditions Year 2007	C	B	C	B	F	D
School Maximum Enrollment 200 Students Year 2007	C	B	C	B	F	D

NB = the level of service for the northbound approach to the intersection.

INT = the overall intersection level of service.

The table above demonstrates that the LOS will decrease for some time periods at the intersection of Via Linda & San Salvador/91st Street in the year 2007 due to an increase

in background traffic. The addition of the school traffic will also decrease the intersection LOS from C to D during the p.m. peak hour for the Year 2003 as compared to background traffic conditions.

On-Site Circulation:

Currently, there are two driveways from San Salvador to the proposed Block Middle School site. To accommodate vehicle queuing during drop-off and pick-up activities, Olsson Associates recommends relocating one driveway on San Salvador and adding a new driveway on Via Linda. The traffic study recommends that the southeastern most driveway be relocated further to the southeast and function as an ingress only driveway. The other existing driveway on San Salvador will remain in its current location and will function as an egress only driveway. The proposed driveway on Via Linda will also function as an egress only driveway. It will be restricted to right turns out only because the landscaped median along Via Linda does allow for left turns out of the site.

With the recommended driveway changes, vehicles will be able to queue along the west and north sides of the school building for drop-off and pick-up activities. There will be approximately 440 feet total for queuing within the site parking lot, which will accommodate approximately 22 vehicles. The applicant expects some students to participate in before and after school activities that will reduce the number of vehicles that arrive at the school during the peak drop-off and pick-up periods. The applicant also anticipates the use of car-pooling to reduce the number of trips that will be generated by the school.

Other Information:

A Use-Permit was approved in December 2002 for the Olympic Camps of Arizona private charter school. The Olympic Camps of Arizona school site is located approximately 1/3-mile east of the proposed Block Middle School site. The Olympic Camps of Arizona school will enroll 108 students beginning in the year 2003 with a full enrollment of 400 students in the year 2007. Olympic Camps of Arizona will enroll students in kindergarten through 8th grade. The traffic study for the proposed Block Middle School takes into account the traffic that will be generated by the Olympic Camps of Arizona school.

The peak afternoon traffic period for the intersection of Via Linda and San Salvador begins at 3:00 p.m. due to early hours of operation for some of the nearby office buildings. Olsson and Associates recommends that the Block Middle School have a dismissal time no later than 2:45 p.m. to minimize the impact of school traffic on the intersection during the peak afternoon period.

Summary:

Analysis of the existing and expected trip generation demonstrates that the proposed combination of private middle school and leased office space would generate 726 trips per day to and from the site. This represents significantly more trips than would be generated by the land uses allowed by the existing industrial zoning (light industrial, general office, medical office, or manufacturing). However, the proposed middle school and office uses would generate half as many trips per day as a pre-school operating under the conditions of the existing use permit for the site. Capacity calculations were completed for the adjacent signalized intersection of Via Linda & 91st Street/San Salvador. The addition of the school traffic will decrease the intersection level of service from C to D during the p.m. peak hour for the Year 2003 as compared to background

traffic conditions. The level of service at the intersection will further decrease from the school opening in 2003 to the ultimate enrollment date in 2007 due to increases in background traffic and additional site generated traffic. On-site circulation was evaluated for the proposed school. Queuing calculations demonstrate that area available on-site for queuing is exactly the amount that will be needed during drop-off and pick-up activities.

Staff Comments/Concerns:

- The site does not have a great deal of space for on-site queuing of vehicles that are dropping off and picking up students. The queuing area available is exactly what is estimated to be required to accommodate the number of vehicles expected to arrive at any one time. Queuing calculations were based on the assumptions that there will be carpooling and before and after school activities to reduce the number of vehicles arriving during the a.m. and p.m. peak periods for the school. These conditions are not easily enforced by the City.
- The signalized intersection of Via Linda and 91st Street/San Salvador operates at acceptable levels of service with the addition of the site-generated traffic. However, the northbound approach to the intersection of 91st Street/San Salvador and Via Linda is currently operating at LOS F in the p.m. peak hour due to the heavy traffic peaking created by the adjacent offices. Adding more traffic to the northbound approach to the intersection will increase delay and worsen performance of the intersection.
- Because the proposed school is restricted to the middle school grades (6 through 8), they are not able to stagger the start times for the different grade levels as some charter schools do. The school does have the ability to request that parents use specific routes to travel to the school to maximize the efficiency of the student drop off and pick up activity and minimize the impact to the Via Linda and 91st Street/San Salvador intersection.
- The proposed site driveway location on Via Linda does not conform to the standard minimum driveway spacing for minor arterials; however, staff does support the request to add this driveway in order to accommodate the on-site queuing of vehicles and facilitate on-site circulation. Staff recommends that this driveway be restricted to right-turn egress only (no left-turns out, no entering traffic). Staff also recommends that this driveway be removed if the private school is no longer in operation, i.e. the site converts to an office or manufacturing land use.
- Staff recommends that the following modifications be made to the site to enhance site access and on-site circulation:
 - Relocate the existing southern site driveway approximately 100 feet to the southeast and designate this driveway as ingress only.
 - Designate the existing northern driveway on San Salvador as egress only.
 - Remove existing parking spaces as necessary in the northeast corner of the site to accommodate the proposed site driveway on Via Linda.
 - Remove the parking spaces on the west side of the site building to provide for the student drop-off and pick-up activity.
 - Relocate the existing refuse enclosure away from the proposed student drop-off area on the west side of the building.

- The school should be required to install “Do not enter” signs at the northern driveway on San Salvador and the driveway on Via Linda.
- The school should be required to dismiss the students by 2:45 p.m. on weekdays as recommended in the applicant’s traffic impact study.
- The school should secure an off-site parking area to accommodate the special events that typically occur at these schools – open houses, performances, etc.

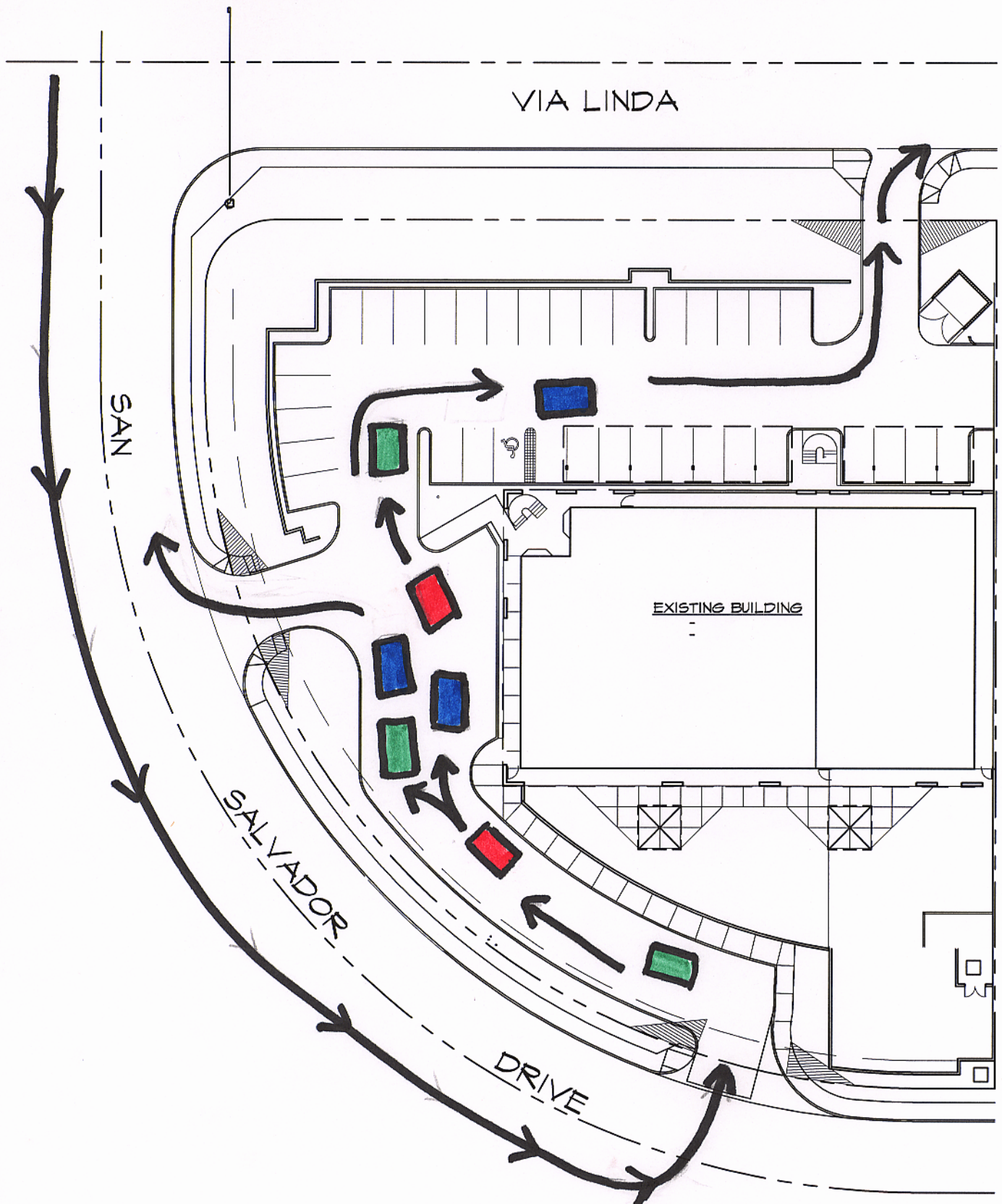
12-UP-2003
Basis Charter School

Attachment #8. Citizen Involvement

The above attachment is on file at the City of
Scottsdale Current Planning office,
7447 E Indian School Road, Suite 105.

PICK-UP/DROP-OFF CIRCULATION MAP

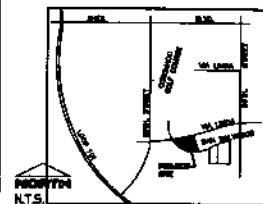
1"=40'



KEYNOTES

1. NOT USED

VICINITY MAP



DRAWING INDEX:

NO. DESCRIPTION REV. DATE
A-01 PROJECT DATA AND SITE PLAN

LEGAL DESCRIPTION

LOT 8, MCCORMICK RANCH INDUSTRIAL PARK
UNIT #1 - BOOK 225, PAGE 21 MCR

PROJECT DATA

PROJECT NAME: BASIS CHARTER SCHOOL
PROJECT ADDRESS: 9128 EAST SAN SALVADOR DRIVE
SCOTTSDALE, ARIZONA
PARCEL: 211-56-002B
Q.S.: 21-48
ZONING: I-1 PCD
SITE AREA: NET: 47,648 SF.
GROSS: 14,244 SF.
BUILDING AREA: 14,244 SF.
TOTAL GROSS: 14,244 SF.
FIRST FLOOR: 5,507 SF.
SECOND FLOOR: 8,737 SF.
TOTAL (NET): 14,244 SF.
BUILDING ALLOWED: 14,244 SF.
BUILDING HEIGHT: 34'-0" (EXISTING)
PARKING CALCULATIONS: ELEMENTARY EDUC.
1 / CLASSROOM: 1200 FOR OFFICE
CLASSROOMS: 8
OFFICE: 4,676 SF.
4,676 SF. / 200
= 24 SPACES
TOTAL 34 SPACES REQ'D.
PARKING PROVIDED: 38 SPACES (1 ACCESSIBLE)
FLOOR AREA RATIO: (2 X 47,648) = 95,296
95,296 (EXISTING) > 95,296
OPEN SPACE REQUIRED: 1ST 28' OF HEIGHT
(47,648 SF. = 24%)
1,554.5 SQ. FT.
NEXT 14' OF HEIGHT
(14' X 47,648 X 47,648 SF.)
2,668 SQ. FT.
OPEN SPACE TOTAL: 14,244 SQ. FT.
PARKING LANDSCAPE: 8% X 14,244
2,637 SQ. FT.
TOTAL OPEN SPACE: 16,740 SQ. FT.
OPEN SPACE PROVIDED: 15,460 SQ. FT.

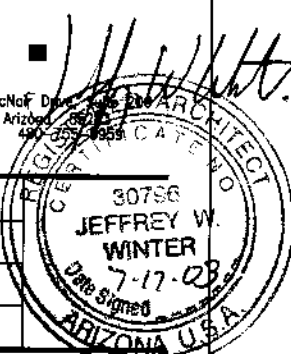
PROJECT DIRECTORY

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PAUL BASHA, P.E.
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PHOENIX, ARIZONA 85020-5282
(480) 748-1000

esencia

1702 E. MONTE AVENUE
TEMPE, ARIZONA 85283
Telephone: 480-755-0454

Project Manager
JW
Drawn By
JW
Checked By
ES
Project Number
03045



BASIS CHARTER SCHOOL

9128 EAST SAN SALVADOR DRIVE SCOTTSDALE, ARIZONA

EXISTING ZONING
C-3 PCD

EXISTING ZONING
R-5

EXISTING ZONING
I-1 PCD

EXISTING ZONING
I-1 PCD

1 SITE PLAN
SCALE: 1" = 20'-0"

SCALE: 1" = 20'-0"
0' 10' 20' 40'

PRELIMINARY
NOT FOR
CONSTRUCTION

DATE: 7-17-03
CITY REVIEW

SITE PLAN, ELEVATIONS
& PROJECT DATA

A-01